



Illinois Department of Transportation

PROPOSED RECONSTRUCTION OF THE INTERSTATE 57 / INTERSTATE 74 INTERCHANGE CHAMPAIGN COUNTY PUBLIC HEARING MAY 14, 2015

CONTACT INFORMATION

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PURPOSE OF MEETING

- PRESENT SELECTED ALTERNATIVE
- RECEIVE PUBLIC INPUT
- ANSWER QUESTIONS

Project Description

This project is located on the northwest side of the City of Champaign, Illinois. The approximate project limits are the Olympian Drive / I-57 interchange to the north, North Prospect Avenue / I-74 interchange to the east, the Norfolk Southern Railroad over I-57 to the south, and North Duncan Road over I-74 to the west (see Site Map on backside).

Purpose of the Project

The purpose of the proposed interchange reconstruction improvement is to provide safer and more efficient transportation at the Interstate 57 (I-57) and Interstate 74 (I-74) interchange by eliminating deficient geometric features and reducing points of access in order to reduce crash frequency and severity, improve travel efficiency and increase the traffic capacity of the roadways by implementing policy design speed and cross sectional elements on both the mainline interstates and ramps.

Existing Facility

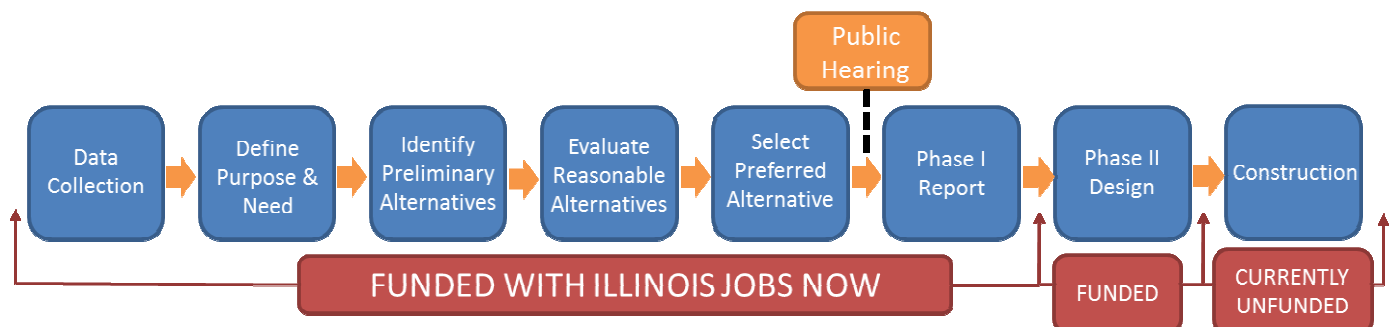
The existing facility was originally constructed in 1965 and is a full conventional cloverleaf interchange connecting I-57 and I-74. Each interstate consists of four lanes (two lanes in each direction) of concrete pavement with multiple overlays. Both interstates have open grass medians which are 64 feet and 40 feet. The section of I-74 between Mattis Avenue and Prospect Avenue consists of a 26 foot paved median with concrete barrier.

The existing interchange has several deficiencies including operations, geometrics, safety, and capacity. All of these deficiencies cannot be mitigated without adding lanes to I-74 and reconstructing the interchange to meet the design criteria. All reasonable alternatives to the proposed improvement were considered. Advantages of the proposed alternative include increasing the ramp design speeds, eliminating mainline weaves, reducing the number of access points, increasing the mainline I-74 and ramp capacities, reducing travel time through the interchange, and improving safety.

The proposed alternative is a semi-directional interchange with two directional flyovers and two loops. The loop ramps are placed diagonally in order to eliminate any mainline weaving movements within the interchange. Loop ramps are designed for a 40 mph design speed, while all other ramps are designed for a 55 mph design speed. In addition to reconfiguration of the ramps at the interchange, I-74 is proposed to be widened to six lanes from west of I-57 interchange to Prospect Avenue. I-57 remains a four lane interstate.

The Phase I project study, started in May 2012 and funded with the Illinois Jobs Now program, will be completed in 2015 and the Phase II design initiated following FHWA approval. The land acquisition, utility relocation, and construction are currently not funded. Once completed, the project is anticipated to cost approximately \$135 million.

PROJECT SCHEDULE



FILE NAME: 171201
FILE DATE: 12/1/2017
FILE SCALE: 1" = 400'
FILE TYPE: 171201
FILE SIZE: 171201
FILE DESCRIPTION: 171201



PROPOSED
INTERCHANGE